

GENERAL LEAVE

Mr. PEASE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on House Resolution 176 and House Resolution 161.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Indiana?

There was no objection.

REMOVAL OF NAME OF MEMBER
AS COSPONSOR OF H.R. 987

Mr. THOMPSON of Mississippi. Mr. Speaker, I ask unanimous consent to have my name removed from H.R. 987 as an original cosponsor.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

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SPECIAL ORDERS

The SPEAKER pro tempore (Mr. SHIMKUS). Under the Speaker's announced policy of January 6, 1999, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. BURTON) is recognized for 5 minutes.

(Mr. BURTON of Indiana addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

AVIATION BILATERAL
ACCOUNTABILITY ACT

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, I rise today to introduce a piece of legislation entitled the Aviation Bilateral Accountability Act.

The Aviation Bilateral Accountability Act is a bill that will require congressional review of all U.S. bilateral aviation agreements. International aviation is governed by a series of bilateral civil aviation agreements between nations. This means that if an air carrier from the United States wants to fly into or out of another country, the United States Government must first negotiate with the government of that foreign country to determine the terms under which the carriers from both countries will operate.

U.S. bilateral aviation agreements are executive agreements. They are negotiated and signed by representatives from the Department of State and from the Department of Transportation. In fact, Secretary of State Madeleine Albright and Transportation Secretary Rodney Slater recently joined rep-

resentatives from the People's Republic of China in signing a new U.S.-China civil aviation agreement.

The new agreement will govern aviation policy between the United States and China for the next 3 years. Unfortunately, like all bilateral aviation agreements, Congress did not play any official role in the review or the approval of this new agreement.

As ranking member of the House Subcommittee on Aviation, I strongly believe that Congress deserves to play a role in reviewing and approving bilateral aviation agreements. As Members of Congress, we represent the business person, the leisure traveler, the consumer, and the flying public in general. We should have the right to make sure that bilateral aviation agreements are negotiated to give U.S. consumers the most access to international aviation markets at the best prices possible.

For example, the new U.S.-China civil aviation agreement increases U.S. access to China by doubling the number of scheduled flights and designating one additional U.S. carrier. However, many industry observers believe that U.S. negotiators should not have settled for anything less than access for two additional U.S. carriers through this very large Chinese market.

Therefore, I am introducing the Aviation Bilateral Accountability Act, a bill to require congressional review of all U.S. aviation bilateral agreements. International aviation, which is based on bilateral aviation agreements, has a tremendous impact on the U.S. economy and U.S. citizens. Congress should not be excluded from agreements of such magnitude.

Under the Aviation Bilateral Accountability Act, the executive branch must submit each new and updated bilateral aviation agreement to Congress. Then a Member of Congress must introduce a disapproval resolution within 20 days after receiving the agreement. If a disapproval resolution is not introduced within 20 days, the bilateral agreement is automatically approved and can be implemented.

However, if a disapproval resolution is introduced, Congress then has 90 days to review the bilateral agreement and enact a disapproval resolution if necessary. If a disapproval resolution is not enacted by the end of the 90-day period, the bilateral agreement is then automatically approved and can and will be implemented.

As elected representatives of the people, we owe it to the American consumer to look out for his or her best interest. My legislation will help Members of Congress better represent the flying public by giving Congress a vital role in the review and approval of U.S. bilateral agreements.

Mr. Speaker, in closing, I would like to thank the 13 Members who have joined me as original cosponsors of this important legislation, including the gentleman from Tennessee (Mr. JOHN DUNCAN, JR.) Chairman of the Subcommittee on Aviation.

I urge all Members of the House to join us in cosponsoring the Aviation Bilateral Accountability Act.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Montana (Mr. HILL) is recognized for 5 minutes.

(Mr. HILL of Montana addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. FILNER) is recognized for 5 minutes.

(Mr. FILNER addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Maryland (Mr. EHRLICH) is recognized for 5 minutes.

(Mr. EHRLICH addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. SOUDER) is recognized for 5 minutes.

(Mr. SOUDER addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Indiana (Ms. CARSON) is recognized for 5 minutes.

(Ms. CARSON addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

COMMUNICATION FROM THE
CHAIRMAN OF THE COMMITTEE
ON THE BUDGET REGARDING RE-
VISIONS TO THE AGGREGATE
SPENDING LEVELS SET BY IN-
TERIM ALLOCATIONS AND AG-
GREGATES FOR FISCAL YEAR
1999

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Mr. KASICH) is recognized for 5 minutes.

Mr. KASICH. Mr. Speaker, pursuant to Sec. 314 of the Congressional Budget Act, I hereby submit for printing in the CONGRESSIONAL RECORD revisions to the aggregate spending levels set by the interim allocations and aggregates for fiscal year 1999 printed in the RECORD on February 3, 1999, pursuant to H. Res. 5. H.R. 1141, the conference report to accompany the Emergency Supplemental Appropriations and Rescissions Act for fiscal year 1999, adjusts the allocation for the House Committee on Appropriations to reflect \$12,782,000,000 in additional new budget authority and \$3,582,000,000 in additional outlays for designated emergency spending. In addition, the Committee on Appropriations will receive \$25,000,000 less in budget authority and \$2,000,000 less in outlays for funds previously appropriated for arrearages that were rescinded by the conference report for H.R. 1141. Overall, the allocation to the Appropriations Committee will increase to \$585,555,000,000 in budget authority and \$580,059,000,000 in outlays for fiscal year 1999.

I also submit for printing in the CONGRESSIONAL RECORD an adjusted fiscal year 2000